CELEBES MARU

Kawasaki Dkyd

Yd No. 403

"Celebes Maru"

Profile & Dks.

Kobe Rpt No. 2162

LLOYD'S REGISTER OF SHIPPING
RECEIVED
18 MAR 1918
LONDON

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Lloyd's Register
Foundation

003529-005556-0023

S. S. "CELEBES MARU."

CONSTRUCTION PROFILE & DECK PLANS.

SCALE 1/8" TO 1'-0"

FLYING BRIDGE
BOAT DECK
LOWER BRIDGE
AWNING DECK
UPPER DECK
2ND DECK
FORE PEAK TANK
WELL
No. 5 W.B.T.
No. 4 W.B.T.
No. 3 W.B.T.
No. 2 W.B.T.
No. 1 W.B.T.
SHAFT TUNNEL:- PLATING .40", .34", .44" UNDER HATCHWAYS STIFFENERS 6"x3½"x.38" SPACED 36" APART
FRAME SPACE
FRAMES OUT OF DOUBLE BOTTOM
REV. FRAMES OUT OF " "
FRAMES IN DOUBLE BOTTOM
REV. FR. " "
FLOOR PLATE
25½" THROUGHOUT
(6" DEPTH) 6"x3½"x.36" TO AWNING DECK
3½"x3"x.36" TO UPPER DECK
9"x3½"x.52" TO UPPER & 2ND DECK ALTY. UPPER TW. DK FR. & UPPER & LOWER
3½"x3½"x.40" INTERMEDIATE FR. 8"x3½"x.40"
3½"x3½"x.40" INTERMEDIATE REV. FR. 7"x3"x.40"
.36" (VERTICAL STIFF. 3"x3"x.40" WHERE SOLID FLOOR TO ALT. FR.)
PANTING STRINGERS
STRINGER ANG. 3½"x3½"x.42"
STRINGER ANG. 4"x4"x.50"
GUTTER ANG. 3"x2½"x.36"
ENGINE OPENING
BOILER OPENING
UPPER DECK
SECOND DECK
WEB FRAME
PARTIAL BHD
BOAT DECK (WOOD SHEATHING 5"x2½" O.P.)
6"x3½"x.40" SHEER ANGLE
18"x.30"
15"x.30"
.30 PLATING
COAL SHUTE
FUNNEL
LOWER BRIDGE (WOOD SHEATHING 5"x2½" O.P.)
SHEER ANG. 6"x3½"x.40"

005524-005536-0023

Kawasaki Dockyd
Yd No 403. Mid. Sec.
"Celebes Maru"
Kobe Rpt. No. 2162

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005524-005536-0026

S. S. "CELEBES MARU."

MIDSHIP SECTION.

TO CLASS TEISHINSHO RULE 1ST CLASS VESSEL

& LLOYD'S 100 A1 WITH FREE BOARD.

SCALE ½ INCH TO ONE FOOT.

PRINCIPAL DIMENSIONS

LENGTH BETWEEN P.P.	385'-0"
BREADTH MOULDED	51'-0"
DEPTH MOULDED TO UPP. DK.	28'-0"
HEIGHT BETWEEN UP. & AWNING DKS.	8'-0"
" " " 2ND "	8'-6"

SCANTLING NUMBER

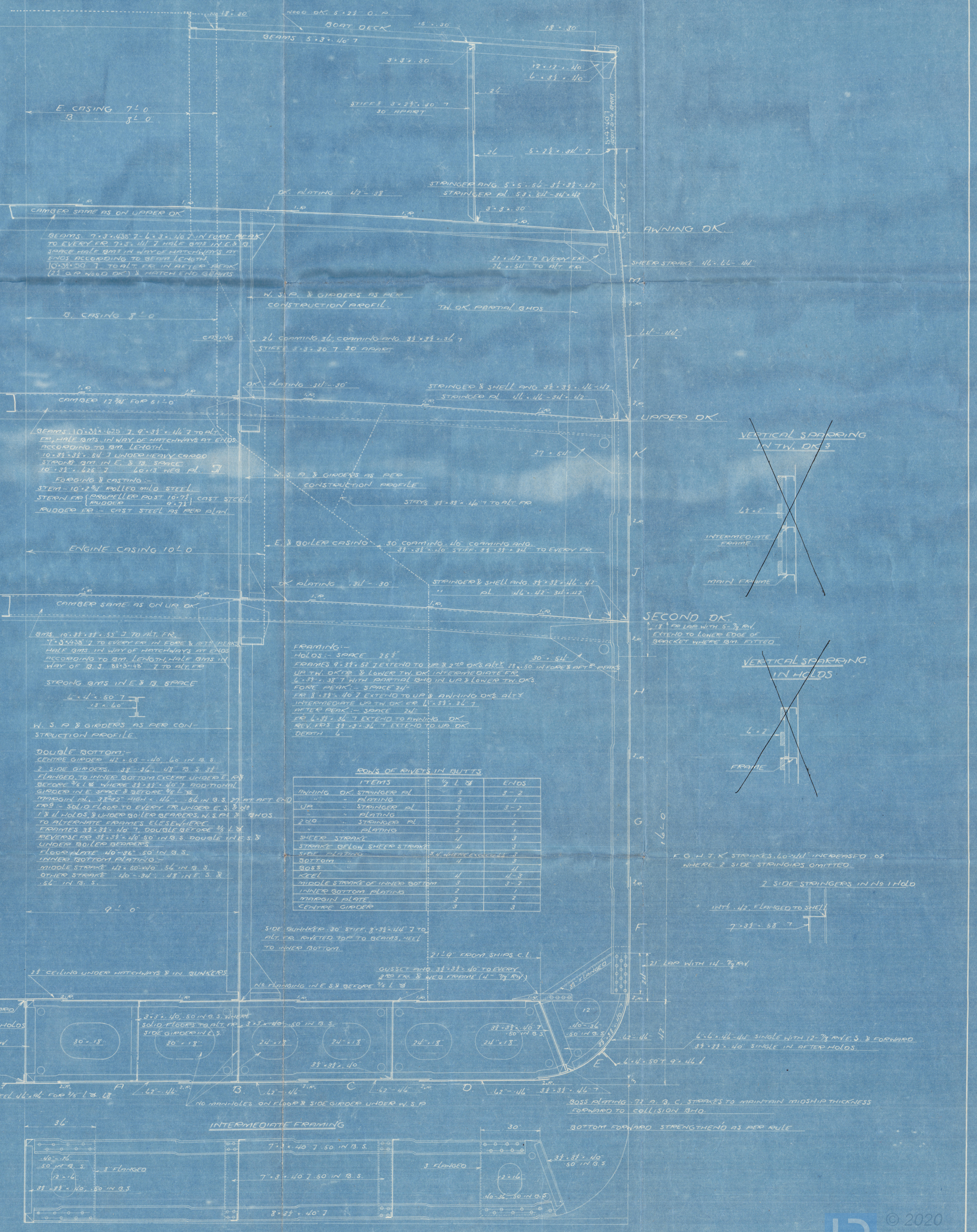
B.	51
D.	28
TRANSVERSE NUMBER	79
L	385
LONGITUDINAL NUMBER	30,415
L/D TO AWNING DECK	10.7
d	16'-0

EQUIPMENT NUMBER

LONGITUDINAL NUMBER	30,415
AWNING DK. (385 × 8 × .75)	2,310
DK. HOUSES (120 × 7.75 × .5)	465
NUMERAL	33,190

EQUIPMENT.

3 BOWER ANCHORS (STOCKLESS)	58 CWT. EACH
1 STREAM " (COMMON)	16 " EX. STOCK
1 KEDGE " (")	7 " " "
2 3/16" STUD CHAIN CABLE	270 FATHOMS
4 3/4" STEEL WIRE FOR STREAM ANCHOR	90 "
4 3/4" " " TOW LINE	120 "
2 COILS OF 8" MANILA	90 " EACH
2 " " 7" "	90 " "



HEAD DK. 5.23 O.P.
BOAT DECK
BEAMS 5 × 3 × .40 7
18 × .20
STIFFS 3 × 2½ × .40 7 30 APART
E. CASING 7'-0
B. " 8'-0
7'-9
STRINGER ANG. 5 × 5 × .54 - 3½ × 3½ × .42
STRINGER PL. 57 × .54 - 34 × .42
DK. PLATING .42 - .38
CAMBER SAME AS ON UPPER DK.
AWNING DK.
BEAMS. 7 × 3 × .438 7 - 6 × 3 × .40 7 IN FORE PEAK TO EVERY FR. 7 × 3 × .44 7 HALF BMS IN E. & B. SPACE HALF BMS IN WAY OF HATCHWAYS AT ENDS ACCORDING TO BEAM LENGTH. 10 × 3½ × .50 7 TO ALT. FR. IN AFTER PEAK (2½ O.P. WOOD DK.) & HATCH END BEAMS
SHEER STRAKE .46 - .66 - .44
W. S. P. & GIRDERS AS PER CONSTRUCTION PROFIL.
TW. DK. PARTIAL BHDS
B. CASING 8'-0
CASING
.26 COAMING .36, COAMING ANG. 3½ × 3½ × .36 7
STIFFS 3 × 3 × .30 7 .30 APART
DK. PLATING .34 - .30
STRINGER & SHELL ANG. 3½ × 3½ × .46 - .42
STRINGER PL. .46 - .46 - .34 - .42
CAMBER 12¾ FOR 51'-0
UPPER DK.
BEAMS 10 × 3½ × .625 7. 9 × 3½ × .46 7 TO ALT. FR., HALF BMS. IN WAY OF HATCHWAYS AT ENDS ACCORDING TO BM. LENGTH. 10 × 3½ × 3½ × .54 7 UNDER HEAVY CARGO STRONG BM. IN E. & B. SPACE 10 × 3½ × .625 7 60 × 13 WEB PL.
FORGING & CASTING:- STEM - 10 × 2¾ ROLLED MILD STEEL. STERN FR. {PROPELLER POST 10 × 7½ / RUDDER " 9 × 7½} CAST STEEL. RUDDER FR. - CAST STEEL AS PER PLAN.
W. S. P. & GIRDERS AS PER CONSTRUCTION PROFILE
STAYS 3½ × 3½ × .40 7 TO ALT. FR.
ENGINE CASING 10'-0
E. & BOILER CASING .30 COAMING .40 COAMING ANG. 3½ × 3½ × .40 STIFF. 3½ × 3½ × .34 TO EVERY FR.
DK. PLATING .34 - .30
STRINGER & SHELL ANG. 3½ × 3½ × .46 - .42
" PL. .46 × .42 - .34 × .42
CAMBER SAME AS ON UP. DK.
SECOND DK.
18 FR. LAP WITH 5 - ⅞ RIV. EXTEND TO LOWER EDGE OF BRACKET WHERE BM. FITTED
30 × .54
BMS. 10 × 3½ × 3½ × .55 7 TO ALT. FR. 7 × 3 × .438 7 TO EVERY FR. IN FORE & AFT PEAKS HALF BMS. IN WAY OF HATCHWAYS AT ENDS ACCORDING TO BM. LENGTH, HALF BMS IN WAY OF B. S. 8½ × 3 × .48 7 TO ALT. FR.
STRONG BMS IN E. & B. SPACE 6 × 4 × .50 7 13 × .60
W. S. P. & GIRDERS AS PER CONSTRUCTION PROFILE.
FRAMING:- HOLDS:- SPACE 25½" FRAMES 9 × 3½ × .52 7 EXTEND TO UP. & 2ND DKS. ALTY 28 × .50 IN FORE & AFT PEAKS UP. TW. DK. FR. & LOWER TW. DK. INTERMEDIATE FR. 6 × 3½ × .38 7 WITH PARTIAL BHD IN UP. & LOWER TW. DKS. FORE PEAK:- SPACE 24" FR. 8 × 3½ × .40 7 EXTEND TO UP. & AWNING DKS. ALTY INTERMEDIATE UP. TW. DK. FR. 6 × 3½ × .36 7 AFTER PEAK:- SPACE 24" FR. 6 × 3½ × .36 7 EXTEND TO AWNING DK. REV. FRS 3½ × 3 × .36 7 EXTEND TO UP. DK. DEPTH 6"
DOUBLE BOTTOM:- CENTRE GIRDER .42 × .50 - .40, .60 IN B. S. 2 SIDE GIRDERS .38 - .36, .48 B. S. 3½ FLANGED TO INNER BOTTOM EXCEPT UNDER E. R. & BEFORE 3/5 L WHERE 3½ × 3½ × .40 7 ADDITIONAL GIRDER IN E. SPACE & BEFORE 3/5 L MARGIN PL. 38 - 32 HIGH × .46, .56 IN B. S. 27 AT AFT END FRS.- SOLID FLOOR TO EVERY FR. UNDER E. S. & NO 1 & 4 HOLDS, & UNDER BOILER BEARERS, W. S. PS & BHDS. TO ALTERNATE FRAMES ELESEWHERE. FRAMES 3½ × 3½ × .40 7, DOUBLE BEFORE 3/5 L REVERSE FR. 3½ × 3½ × .40 .50 IN B. S. DOUBLE IN E. S. & UNDER BOILER BEARERS FLOOR PLATE .40 - .36 .50 IN B. S. INNER BOTTOM PLATING:- MIDDLE STRAKE .42 × .50 - × .40 .56 IN B. S. OTHER STRAKE .40 - .34, .48 IN E. S. & .56 IN B. S.
9'-0
SIDE BUNKER .30 STIFF. 8 × 3½ × .44 7 TO ALT. FR. RIVETED TOP TO BEAMS, HEEL TO INNER BOTTOM.
21'-9 FROM SHIPS C. L.
GUSSET ANG. 3½ × 3½ × .40 TO EVERY 3RD FR. & WEB FRAME (4 - ⅞ RIV.)
NO FLANGING IN E. S. & BEFORE 3/5 L
2½ CEILING UNDER HATCHWAYS & IN BUNKERS
DOUBLE 3½ × 3½ × .50 - .48, E. S. & FORWARD .60 IN B. S.
SINGLE 5 × 6 × .58 - .54 IN AFTER HOLDS
SINGLE 5 × 5 × .56 WITH 15 - ¾ RIV. - 3½ × 3½ × .40 7
5 × 5 × .58 - .54
3 × 3 × .40, .50 IN B. S. WHERE SOLID FLOORS TO ALT. FR. SIDE GIRDER IN E. S.
30 × 18
24 × 18
KEEL .46 × .96 FOR 3/5 L .68
.62 - .46
A
B.
C
D
E
NO MANHOLES ON FLOOR & SIDE GIRDER UNDER W. S. P.
6 × 6 × .46 - .44 SINGLE WITH 12 - ⅞ RIV. E. S. & FORWARD 3½ × 3½ × .40 SINGLE IN AFTER HOLDS.
6 × 4 × .50 T 9 × .46
BOSS PLATING .72 A, B, C, STRAKES TO MAINTAIN MIDSHIP THICKNESS FORWARD TO COLLISION BHD.
BOTTOM FORWARD STRENGTHEND AS PER RULE
F G H J K STRAKES
2 SIDE STRINGERS IN NO 1 HOLD
7 × 3½ × .68 7
16'-0
L
K
J
H
G
F
INTERMEDIATE FRAMING
36
30
.40 - .36 .50 IN B. S.
12 × 16
3 FLANGED
7 × 3 × .40 7 .60 IN B. S.
3½ × 3½ × .40, .50 IN B. S.
8 × 3½ × .40 7
VERTICAL SPARRING IN TW. DKS
6½ × 2
INTERMEDIATE FRAME.
MAIN FRAME
VERTICAL SPARRING IN HOLDS
6 × 2
FRAME

ROWS OF RIVETS IN BUTTS.

ITEMS	½ L	ENDS
AWNING DK. STRINGER PL.	3	3 - 2
" " PLATING	2	1
UP. " STRINGER PL.	3	3 - 2
" " PLATING	2	1
2ND " STRINGER PL.	2	2
" " PLATING	2	1
SHEER STRAKE	4	3
STRAKE BELOW SHEER STRAKE	4	3
SIDE PLATING	3.4. WHERE EXCEED .44	3
BOTTOM "	4	3
BOSS "		4
KEEL	4	4 - 3
MIDDLE STRAKE OF INNER BOTTOM	3	3 - 2
INNER BOTTOM PLATING	2	1
MARGIN PLATE.	3	2
CENTRE GIRDER	3	3

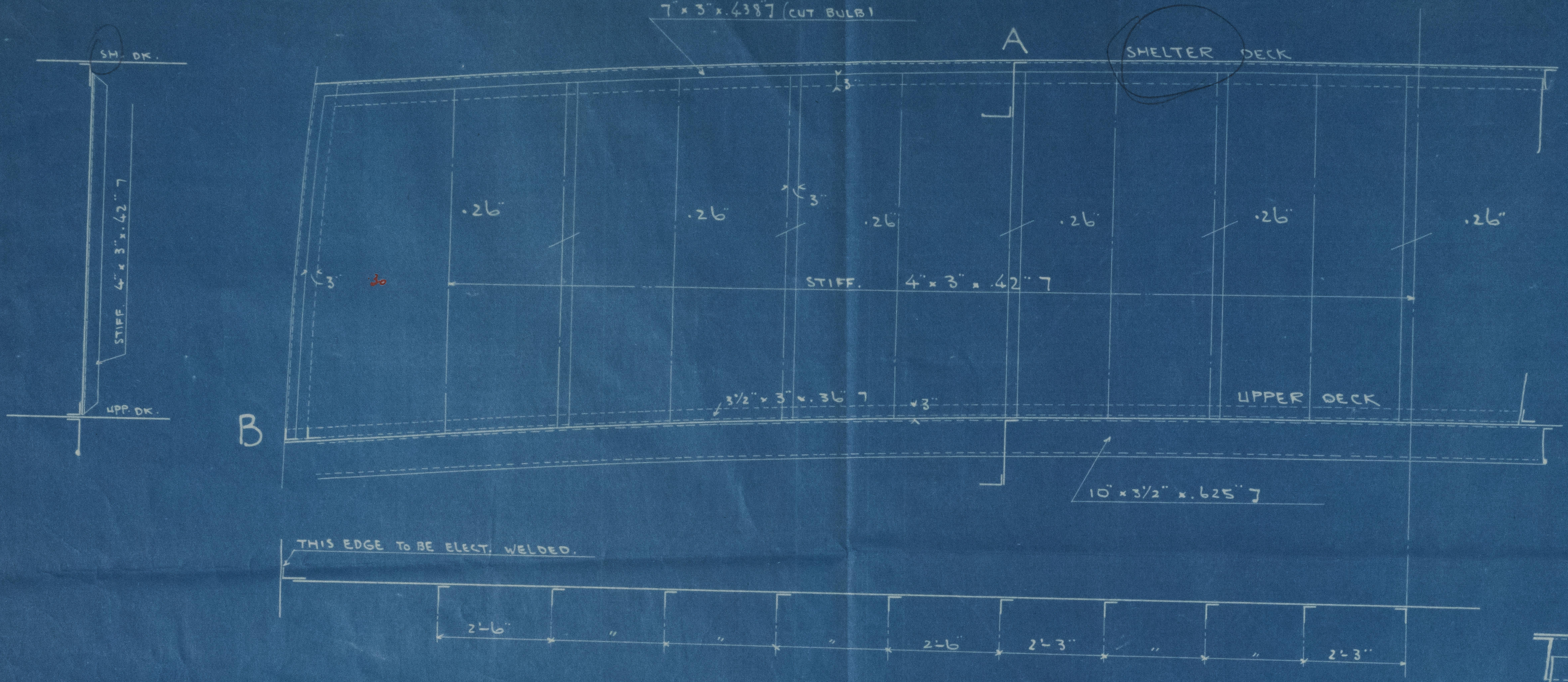
005529-005536-0026

S.S. "CELEBES MARU"

W.T. BULKHEADS IN
UPPER TWEEN DECKS.

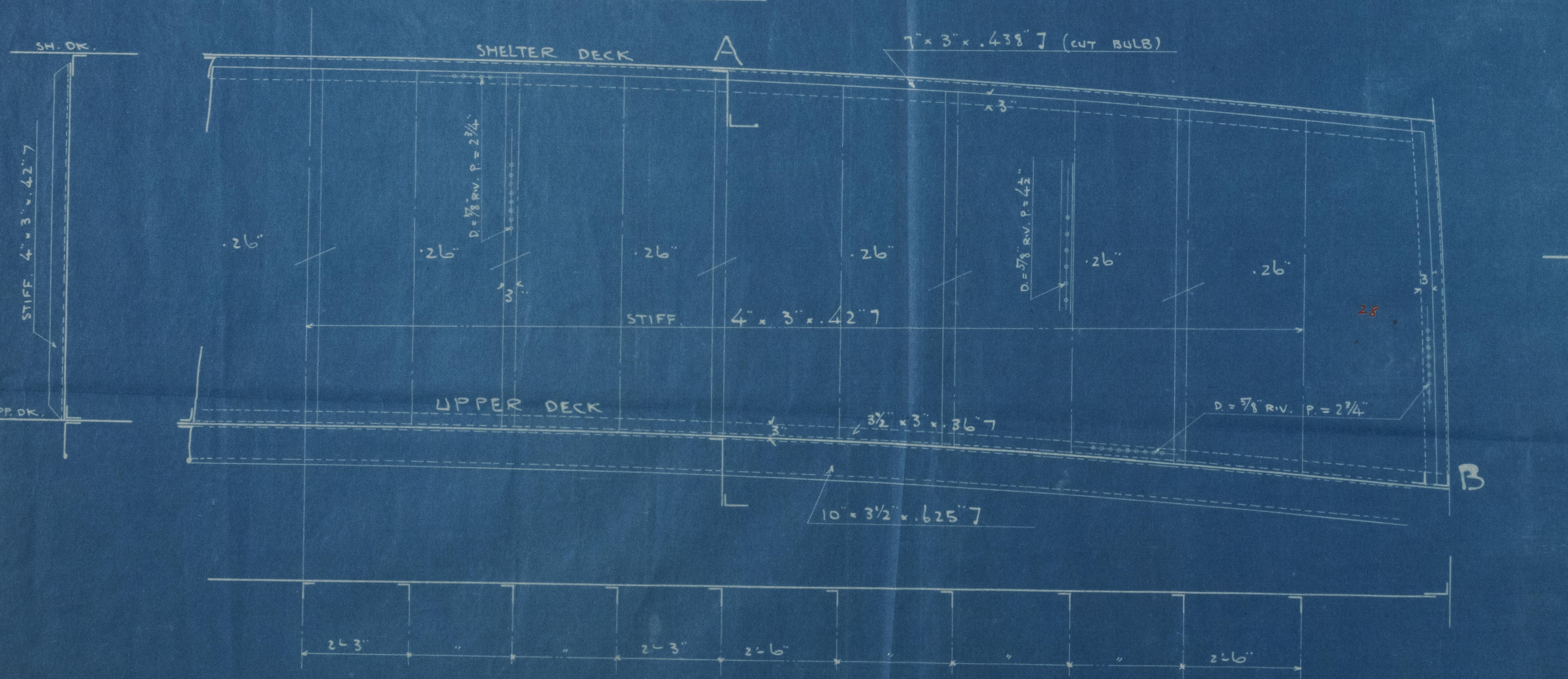
SCALE 1/2" = 1'-0"
PLAN No M-874

FR. No 41
LOOKING AFT



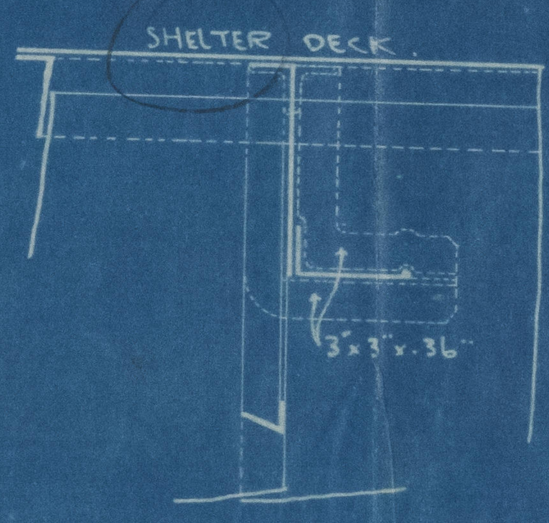
7" × 3" × .438] (CUT BULB)
A
SHELTER DECK
SH. DK.
STIFF. 4" × 3" × .42" 7
UPP. DK.
.26"
3"
STIFF. 4" × 3" × .42" 7
3 1/2" × 3" × .36" 7
UPPER DECK
B
10" × 3 1/2" × .625"]
THIS EDGE TO BE ELECT. WELDED.
2'-6"
2'-3"

FR. No 144
LOOKING FORWARD



SH. DK.
SHELTER DECK
A
7" × 3" × .438"] (CUT BULB)
STIFF. 4" × 3" × .42" 7
UPP. DK.
.26"
3"
D = 5/8" RIV. P = 2 3/4"
D = 5/8" RIV. P = 4 1/2"
STIFF. 4" × 3" × .42" 7
UPPER DECK
3 1/2" × 3" × .36" 7
B
10" × 3 1/2" × .625" 7
2'-3"
2'-6"

DETAIL AT A



SHELTER DECK
3" × 3" × .36"

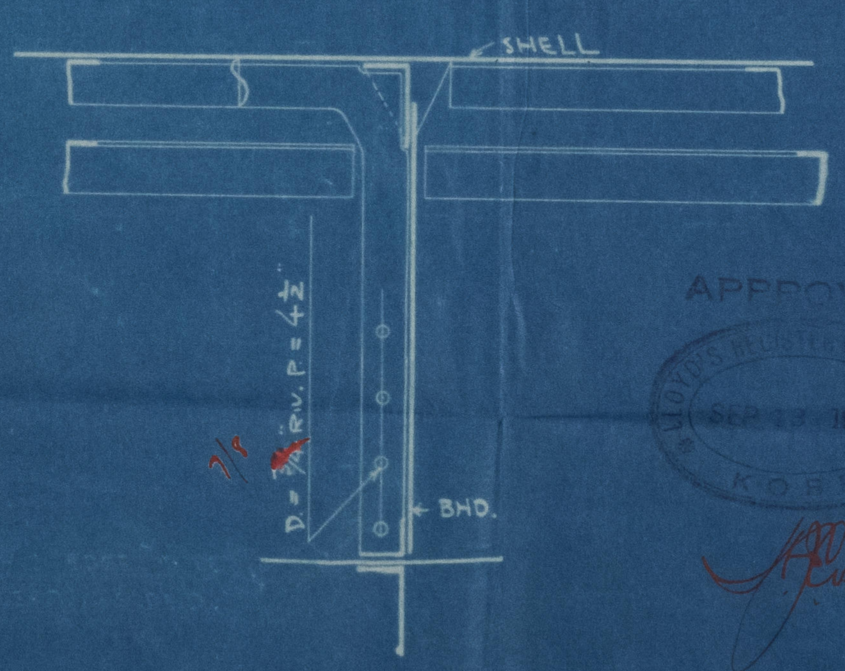
PLATES

710	BH 43	.26" × 63" × 16'-0"	4
"	FT 6	" × 60" × 10'-0"	10
481	MC 18	" × 75" × 20'-0"	2

ANGLES

800	UBM 4	.42" × 4" × 3" × 33'-8"	10
478	HW 11	.36" × 3 1/2" × 3" × 35'-0"	3

DETAIL AT B.



SHELL
D = 5/8" RIV. P = 4 1/2"
BHD.

追加請求圖

APPROVED
SEP 13 1926
KOBE

川崎造船所造船設計部
部長 Miura
掛長

15. 9. 14

005524-005536-0026

Sa Kobe Rpt 6753

Celebes Maru

Certz Rudder

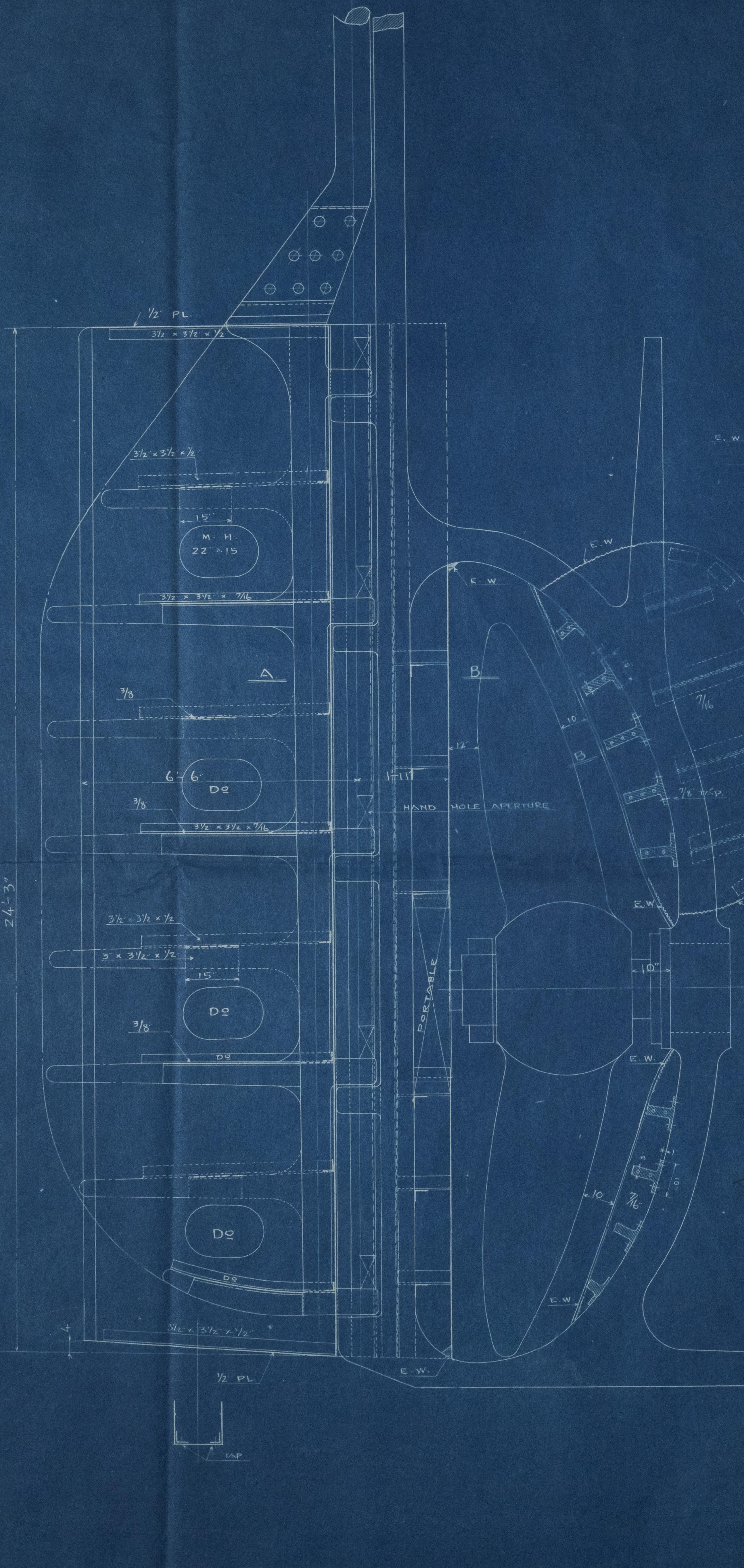
W: Bill

005524-005536-0025

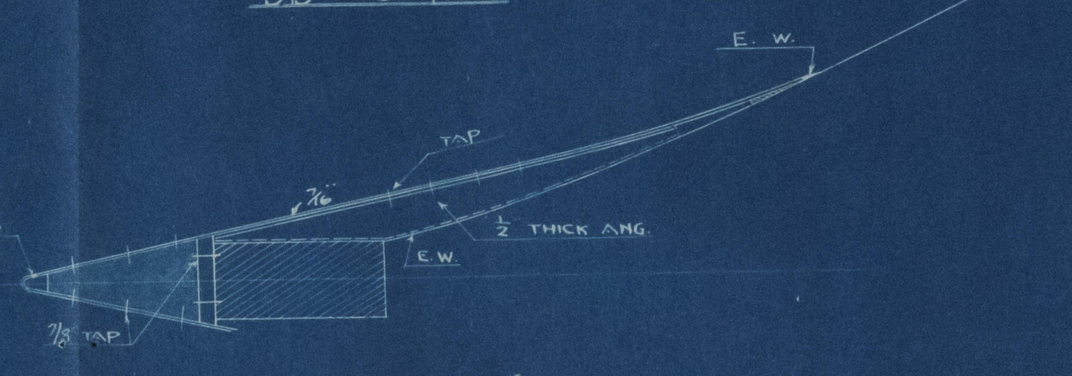
S.S. CELEBES MARU.

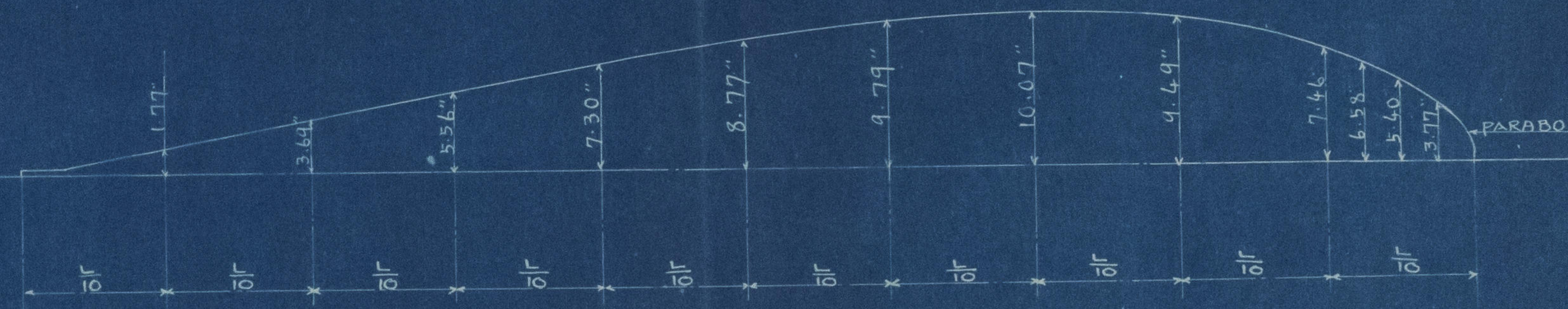
OERTZ RUDDER.

SCALE ½", 1" = ONE FT.

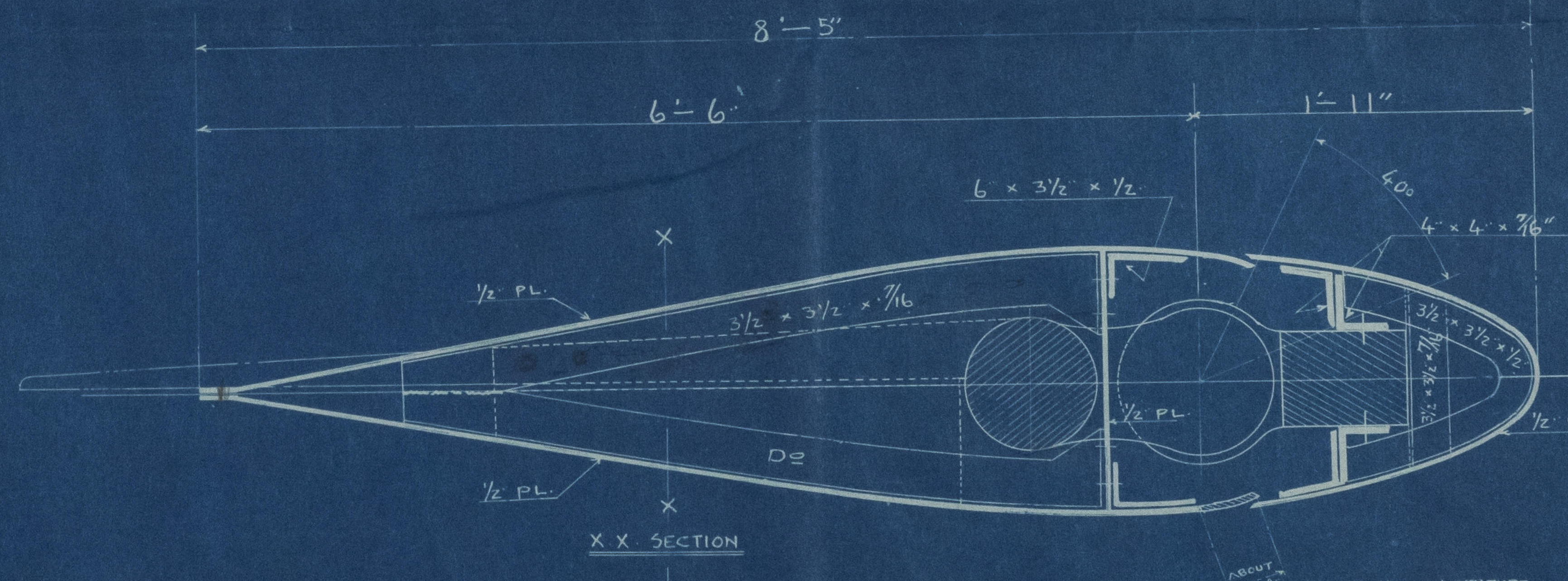

½" PL.
3½ × 3½ × ½
3½ × 3½ × ½
15"
M. H.
22" × 15
3½ × 3½ × 7/16
A
B
B
E.W.
E.W.
12"
3/8
6'-6"
1'-11"
Dº
3/8
3½ × 3½ × 7/16
HAND HOLE APERTURE
7/16
7/8 TAP.
24'-3"
10
3½ × 3½ × ½
5 × 3½ × ½
15"
PORTABLE
10"
E.W.
E.W.
E.W.
3/8
Dº
Dº
Dº
10
7/16
E.W.
3½ × 3½ × ½
4
½" PL.
E.W.
TAP

BB SECTION.

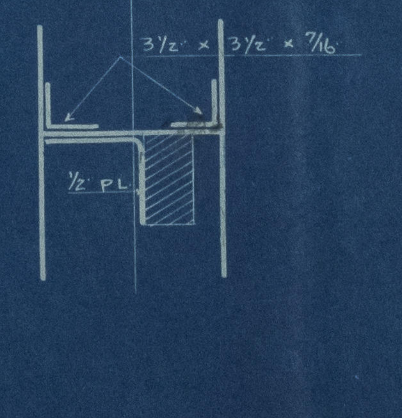

E. W.
TAP
7/16"
½ THICK ANG.
E. W.
E.W.
7/8 TAP


1.77"
3.69"
5.56"
7.30"
8.77"
9.79"
10.07"
9.49"
7.46
6.58
5.40
3.77
PARABOLA.
L/10
L/10
L/10
L/10
L/10
L/10
L/10
L/10
L/10
L/10
8'-5"

A.B. SECTION


8'-5"
6'-6"
1'-11"
6" × 3½" × ½
40°
4" × 4" × 7/16"
X
½" PL.
3½" × 3½" × 7/16
3½ × 3½ × ½
3½ × 3½ × 7/16
½" PL.
½" PL.
Dº
½" PL.
X
ABOUT 4"
HAND HOLE APERTURE
ON STERBOARD SIDE

X.X. SECTION


3½" × 3½" × 7/16
½" PL.

APPROVED

LLOYD'S REGISTER OF SHIPPING
OCT 29 1929
KOBE

for M. Parker
for H.J. Cox

三井物産株式會社造船部
OCT 24 1929
造船設計課

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